

MONTANA HISTORIC PROPERTY RECORD
For the Montana National Register of Historic Places Program and State Antiquities Database

Montana State Historic Preservation Office
Montana Historical Society
PO Box 201202, 1410 8th Ave
Helena, MT 59620-1202

Property Address: **1649 US Highway 2 NW**

Historic Address (if applicable): **None**

City/Town: **Havre**

Site Number: **24 HL 1381**

(An historic district number may also apply.)

County: **Hill**

Historic Name: **None**

Original Owner(s): **State of Montana**

Current Ownership Private Public

Current Property Name: **Havre Office/Shop**

Owner(s): **Montana Department of Transportation**

Owner Address: **2201 Prospect Avenue
Helena, MT**

Phone:

Legal Location

PM: **Montana** Township: **32N** Range: **16E**

NE ¼ SW ¼ SW ¼ of Section: **6**

Lot(s): **NA**

Block(s): **NA**

Addition: **NA** Year of Addition: **NA**

USGS Quad Name: **Havre** Year: **1964 updated 1977**

Historic Use: **Office/Shop**

Current Use: **Office/Shop**

Construction Date: **1953** Estimated Actual

Original Location Moved Date Moved:

UTM Reference www.nris.mt.gov/topofinder2

NAD 27 NAD 83 (preferred)

Zone: **12** Easting: **595133** Northing: **5379058**

National Register of Historic Places

NRHP Listing Date:

Historic District:

NRHP Eligible: Yes No evaluated under Criterion C only

Date of this document: **February 1, 2010**

Form Prepared by: **Diana J. Painter, PhD**

Address: **3518 N. C Street, Spokane, WA 99205**

Daytime Phone: **(707) 364-0697**

MT SHPO USE ONLY

Eligible for NRHP: yes no

Criteria: A B C D

Date: 11/17/2010

Evaluator: Kate Hampton

Comments: This property was evaluated individually under Criterion C only, as a part of the Post-WWII Architectural Survey. It was not evaluated under A, B, or D, and may be eligible under one or more of those Criteria.

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Property Name: **Havre Office/Shop**

Site Number: **24 HL 1381**

ARCHITECTURAL DESCRIPTION

X See Additional Information Page

Architectural Style: **Vernacular** If Other, specify: **Office/shop and garage**
Property Type: **Industrial** Specific Property Type: **Office/Shop**

Architect: **Unknown** Architectural Firm/City/State:
Builder/Contractor: **Dudley Construction** Company/City/State: **Great Falls, MT**
Source of Information: **Newspaper**

Location and setting. The Montana Department of Transportation office and shop at Havre are located at 1649 US Hwy. 2 NW, about two miles west of Havre on US Highway 2. The building complex is located on the north side of the road. The main office and shop is set back from the road and faces south. The remaining complex is loosely organized around the rear yards, and consists primarily of metal buildings of various vintages with overhead garage doors. The surrounding area is sparsely developed with industrial and commercial properties, with some small residential properties.

Massing and design. The U-shaped building is one story with a lower level shop area for a total of 21,276 square feet. It is brick, concrete and concrete block construction, with a concrete foundation and built-up roof. The main portion of the building has a barrel vault roof, and the wing to the east has a shed roof. The main body of the building is concrete block with a brick face, according to state records, and the basement walls are reinforced concrete. The concrete stem wall is on average about 2'0" above grade. The brick has a combed finish and is laid in a running bond pattern. It is colored in shades of terra, brown and black. The utilitarian structure was constructed in 1953.

South façade. The south façade of the building has an overall horizontal aspect. A curved parapet with a concrete coping extends across about two-thirds of the west side of the front façade. This covers the portion of the building with a shallow barrel-vault roof. A projecting concrete band separates this portion of the front façade from the flat extension that continues to the east. This portion of the building has a flat roof that slopes slightly toward the front of the building.

The front entry is located at about the center of the overall façade. It consists of an anodized aluminum door with full-height glass and a transom window. It is accessed by three concrete steps and a concrete stoop with a simple tubular metal rail. This door is flanked by two three-part windows that have a one-over-one-light in the center, the lower light being operable; flanked by two, nearly square, fixed lights. Above the glazed portion of the window are three solid panels of fiberglass on plywood. The windows have metal frames and concrete sills, and are set in about one brick deep from the face of the building. These windows are typical throughout the public facades of the building. Two narrower windows of the same design occur on the left side of this façade. On the right is a two-over-two-light window surmounted by a solid panel and another three-part window.

Above the horizontal band, in the portion of the façade that is covered by the barrel-vault roof, are three, nearly square openings, asymmetrically placed on this façade. The right opening has a small open metal access platform mounted below it. Bands of bricks in a soldier course occur under the building cornice. A painted sign that says, "Montana Department of Transportation" is located in the center of the curved portion of this façade, between two windows. At the lower level, across the entire frontage, is a planter of textured concrete blocks.

ARCHITECTURAL DESCRIPTION

East façade. The east façade of the building has a small projecting wing that represents the 'flat' portion of the front façade. The flat parapet on the front façade continues around the corner here, ending at the north side of this wing. The wing has two, three-part windows on the east façade and a three-part and a two-part window on the north façade. The concrete coping tops the parapet and a concrete stem wall rises about two feet from the ground in this location.

The east façade continues on the main body of the building (the "bottom" of the "U"). There is a small, flush, metal door on this face, a contemporary overhead garage door with six lights, and two tall, two-part windows. The garage doors are set in about 18" from the brick-clad face of the building. The lower lights on the windows are nearly square. The upper portion, which rises to the height of the overhead garage doors, is clad in solid panels. These windows are repeated on the south side of the northerly wing on this face. This wing also has an overhead garage door with six lights and a small, flush pedestrian door.

North façade. The rear façade of the building mirrors the front façade. The main building to the west displays the end of the barrel vault roof of the building, and the flat portion to the east displays the flat (slightly sloped) roof, which is clad in corrugated metal in this location. The windows across the upper part of this façade are evenly spaced with one-over-one-lights in the left side, with an operable lower light, and a nearly square, fixed light on the right. Above the windows are two fixed panels.

The lower part of the building in this location is accessed via a dirt road on the east side of the parcel. This portion is concrete, with three overhead garage doors, two with three lights and one with four lights. An asphalt pad is located in front of the garage doors. There is also a small flush door. The upper part of the site on both sides of this garage entry is retained with heavy timbers. A small concrete wing wall with louvered exhaust vents is located on the left side.

West façade. The west façade of the building has four regularly spaced windows toward the rear or left side of this façade of the same design as the windows on the rear façade. Offset from center is an overhead garage door with six lights. To its right is a small entry with a flush, metal door, covered with a shelter made of corrugated metal, particle board, and topped with corrugated fiberglass.

Site and landscaping. The area in front of the Department of Transportation is formal in design, with a central sidewalk leading from a circular driveway that extends from the frontage road along the highway. There are two tall flagpoles on either side of the sidewalk in front of the building. Mature evergreens are planted on each side of the yard. A paved parking lot is located to the east of the building.

The rear yard is very functional, with dirt roads to the various outbuildings. Equipment is parked in neat rows in various locations, much of it behind the row of buildings in the northwest corner of the lot.

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ARCHITECTURAL DESCRIPTION

Changes over time. The building appears to have undergone no significant (non-reversible) changes. The garage doors are newer than the 1953 date of construction. The front entry door, which is anodized aluminum, was likely replaced. Fiberglass reinforced plywood panels have been used to infill the upper portion of the windows. A small shelter has been constructed over the door on the west façade. Additional garages have been built on or moved to the grounds over time, but this building does not appear to have been altered.

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Property Name: **Havre Office/Shop**

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HISTORY OF PROPERTY

See Additional Information Page

The \$176,360 bid to construct the Montana Highway Department office and shop at Havre was awarded to Dudley Construction of Great Falls in September 1952. The state's facility was previously located at the eastern edge of Havre. The earlier facility had four separate buildings: an auto repair and welding shop; an office; a paint shop with truck, tractor and equipment storage; and a general storage building. The new building was constructed and opened in 1953, with all its functions in one building.

The town of Havre got its start when the Great Northern railroad selected "Bull Hook Bottoms" as the location for their Rocky Mountain crossing. Its location on the Milk River ensured its success, and the railroad chose the town for its shops and a depot. The town itself was incorporated as Havre in 1893. The railroad expanded their machine shops and built an electric plant on the east side of town in the early twentieth century. By 1909 they employed 1,089 people in the community of 3,619 (*Jenks, Section E, Page 8*). The presence of the railroad made the town a center for the surrounding farmers, drawn to the area by the generous provisions of the 1909 Homestead Act and favorable farming conditions in the early twentieth century.

US Highway 2, which passes through Havre, followed the route of the Great Northern railroad. The 750-mile "Theodore Roosevelt International Highway" was begun in 1919. The section at Havre was described as "graded and graveled, federal aid road" with good driving conditions in 1921, when a guide to the highway through Montana was published.

INFORMATION SOURCES/BIBLIOGRAPHY

See Additional Information Page

"Guide Through Montana, Theodore Roosevelt International Highway, Montana" (brochure), 1921. Reprinted by the Montana Department of Transportation, the Pioneer Museum, and the Montana State Historical Society, 1996.

Jenks, Jim, "Historic and Architecturally Significant Resources of Downtown Havre, Montana, 1889-1959 – National Register of Historic Places Registration Form, Section E, 1989.

Sanborn Fire Insurance map, 1900, 1903, 1910, 1920, 1920 updated to 1943.

"Sidney-Circle Road Job Let For \$372,103," *The Independent Record*, September 26, 1952, p. 6.

"State of Montana Building Detail Report – Havre Office/Shop." State of Montana Department of Administration, September 1, 2006.

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HISTORY OF PROPERTY

The guide was developed in part to showcase the route in Montana and its potential for tourism. Havre was described as having "a substantial business and wholesale section, and a beautiful residence district." The presence of the Great Northern machine shops, round houses and car repair shops were described as an economic asset to the city, as were the natural gas wells and coal mines in the area. It was also noted as having ideal ranch lands a "the heart of a rich agricultural section" and excellent fishing and duck hunting.

Nonetheless, Havre was negatively impacted by the drought of the 1920s and the Great Depression of the 1930s, as was all the state, but particularly northern and eastern Montana. By 1930, Havre was suffering not only from the collapse of farm prices, but also the fact that the Great Northern had reduced its presence and laid off several hundred workers. At the same time, roads were improving and trucking began to compete with rail as the primary means of transporting goods to markets. Some time between 1920 and 1930 the Montana Highway Department located their shops on the eastern edge of Havre adjacent to US Highway No. 2.

The immediate post-war era brought renewed prosperity to Havre. In 1952 Montana Highway Department made plans to develop their new facility west of Havre and vacate their facilities on the east side. Construction was completed in 1953.

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Property Name: **Havre Office/Shop**

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NATIONAL REGISTER OF HISTORIC PLACES

NRHP Listing Date:

NRHP Eligibility: Yes No Individually Contributing to Historic District Noncontributing to Historic District

Evaluated under individually under Criterion C only. Further research required to determine eligibility under Criteria A, B, and/or D.

NRHP Criteria: A B C D

Area of Significance: Period of Significance:

STATEMENT OF SIGNIFICANCE

See Additional Information Page

The Montana Department of Transportation Havre Office/Shop is a vernacular industrial structure constructed in 1953. It replaced earlier shops in Havre that were located on the east edge of the city and constructed some time between 1920 and 1930. The office/shop is part of the Montana Transportation Department District 3 – Great Falls facilities, which includes Helena, Great Falls, Cut Bank, and Havre.

The building is not architecturally significant, although the construction of a two-level, integrated office and shop is somewhat unusual. The building materials and workmanship appear to be of high quality. Design features are somewhat unusual, however, leading to the conclusion here that the building is not eligible for listing on the National Register. Examples include the fact that the building juxtaposes a barrel-vault roof with a shed roof behind a parapet in an unusual configuration and the building fenestration and building features combine symmetrical with asymmetrical patterns for no apparent reason.

The building's garage doors have been replaced and windows replaced with anodized aluminum frames and partially enclosed with fiberglass and plywood panels, lending an altered appearance to the building.

INTEGRITY

See Additional Information Page

The building has integrity of location, setting, and association. The design, materials, workmanship and feeling have been altered by replacement doors and windows and windows enclosed with panels. Overall the building retains moderate integrity.

MONTANA HISTORIC PROPERTY RECORD
PHOTOGRAPHS

Property Name: **Havre Office/Shop**

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Description: **South (front) facade**



Description: **East (side) facade**

MONTANA HISTORIC PROPERTY RECORD
PHOTOGRAPHS

Property Name: **Havre Office/Shop**

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Description: **North (rear) façade, viewed from northeast**



Description: **North (rear) façade**

MONTANA HISTORIC PROPERTY RECORD
PHOTOGRAPHS

Property Name: **Havre Office/Shop**

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Description: **West (side) facade**

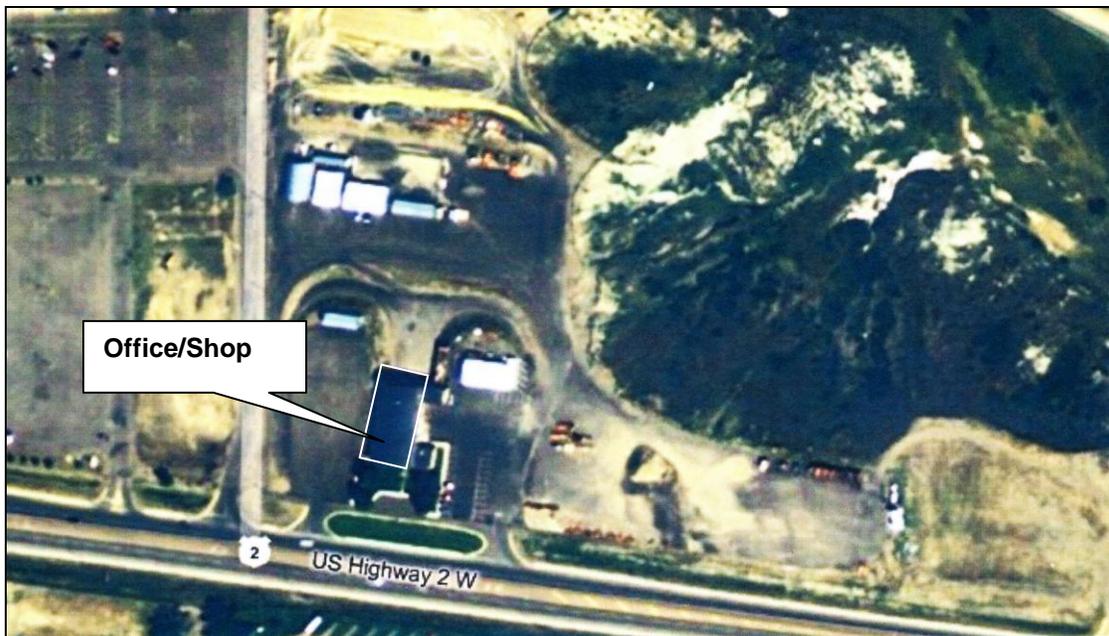
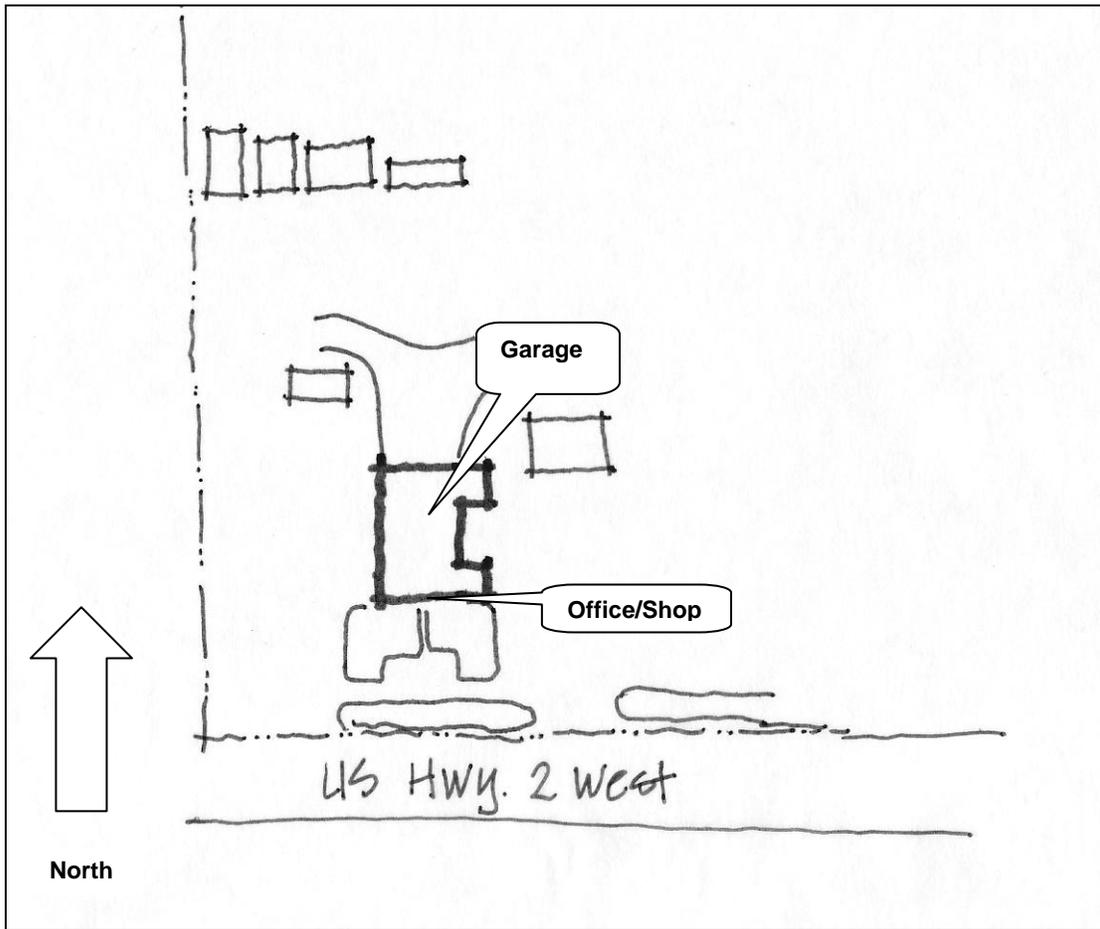


Description: **Typical window detail**

MONTANA HISTORIC PROPERTY RECORD
SITE MAP

Property Name: **Havre Office/Shop**

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MONTANA HISTORIC PROPERTY RECORD
TOPOGRAPHIC MAP

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